



Presentation Plan

to accompany full version of the

Long Range Transportation Plan

Final — December 2018



**National Capital Region of the National Park Service
US Department of the Interior**

National Capital Region Presentation Plan

to accompany the full version of the

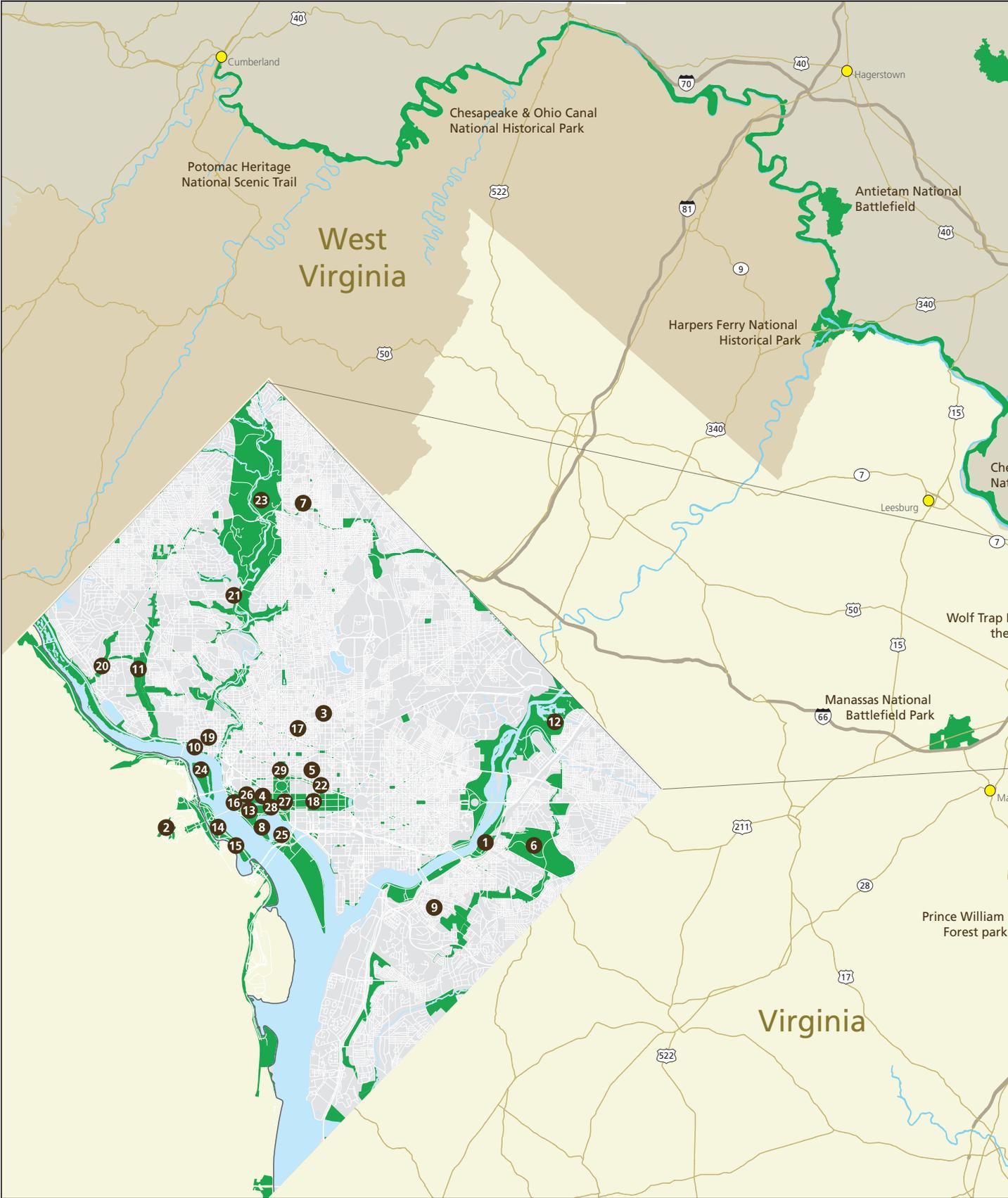
Long Range Transportation Plan

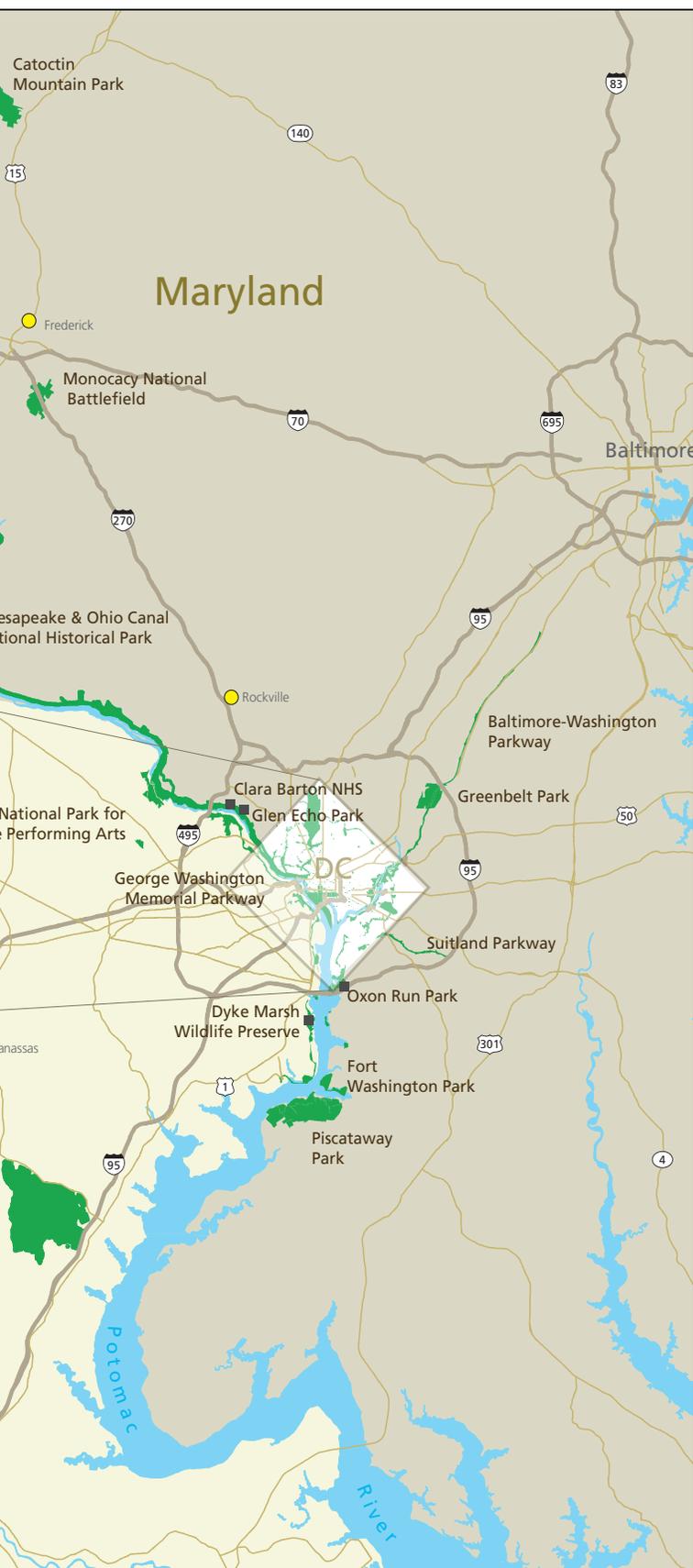
Final — September 2018

*Cover Photos (clockwise from top left): Arlington Memorial Bridge;
Washington Monument; Chesapeake and Ohio Canal Towpath;
Lyndon B Johnson Memorial Grove; Rock Creek and Potomac Parkway*

*Back Cover Photo: Park ranger interacting with visitors on the
Chesapeake and Ohio Canal Towpath*

Map of NPS National Capital Region Park Units





Number	Park Unit
1	Anacostia Park
2	Arlington House, The Robert E. Lee Memorial
3	Carter G. Woodson Home National Historic Site (NHS)
4	Constitution Gardens
5	Ford's Theatre NHS
6	Fort Dupont
7	Fort Stevens
8	Franklin Delano Roosevelt Memorial
9	Frederick Douglass NHS
10	Georgetown Waterfront Park
11	Glover-Archbold Park
12	Kenilworth Park and Aquatic Gardens
13	Korean War Veterans Memorial
14	Lady Bird Johnson Park
15	Lyndon Baines Johnson Memorial Grove on the Potomac
16	Lincoln Memorial
17	Mary McLeod Bethune Council House NHS
18	National Mall
19	Old Stone House
20	Palisades Park
21	Peirce Mill
22	Pennsylvania Avenue NHS
23	Rock Creek Park
24	Theodore Roosevelt Island
25	Thomas Jefferson Memorial
26	Vietnam Veterans Memorial
27	Washington Monument
28	World War II Memorial
29	The White House

Introduction

The National Park Service's (NPS) National Capital Region (NCR) Long Range Transportation Plan (LRTP) sets forth a performance-based, 20-year vision for providing access to the region's most special and iconic places. It establishes goals, objectives, and performance measures for how the National Park Service will move toward that vision. It also provides a strategy for using limited transportation funding to ensure the most important transportation assets (paved roads, paved parking, bridges, and transit) remain in good condition. The LRTP was developed with the participation of multidisciplinary subject matter experts from the National Capital Regional Office, park units, Washington Support Office (WASO) – Facilities Planning Branch, the Denver Service Center – Planning Division, Volpe Center, and other agency planning and transportation programs.

The goals of the National Capital Region LRTP are rooted in the vision which is to sustain an interconnected transportation system that provides equitable and safe access to iconic visitor experiences while protecting park resources across the region and in the nation's capital. The following goal areas, Asset Management, Transportation Finance, Resource Protection, Visitor Experience, and Safety and Security, further define the vision and are the primary organizing element of the LRTP. These goal statements are supported by a series of objectives and performance measures. The objectives add an additional layer of regional specificity and provide the framework for identifying the specific implementation-level LRTP strategies. The performance measures enable the region to track and evaluate progress toward the priority goal areas.

This document provides an overview of the Investment Strategy and Goals of the NCR LRTP. Please see the full document for a more complete description of the region's approach to performance-based transportation planning: <http://parkplanning.nps.gov/NCR-LRTP>

Summary of Goals and Objectives



Asset Management

Goal Statement

Strategically manage, preserve, and maintain a right-sized and mission-focused portfolio of NCR transportation assets through an appropriate level of funding while sustaining long-term access to all transportation systems.

Objectives

- Maintain assets at desired condition targets following the Capital Investment Strategy (CIS)
- Emphasize core CIS goals
- Incorporate asset lifecycle costs into project programming, planning, and design decisions
- Work with partners to enhance and expand multimodal transportation systems and supporting assets
- Invest in decommissioning redundant or nonessential assets
- Address the deferred maintenance backlog of road, trail, pedestrian facility, and bridge facility needs
- Address the need to remove architectural barriers for accessibility
- Complete condition assessments for trails and other multimodal transportation systems
- Incorporate the principles of resilience into the process of improving/constructing assets



Transportation Finance

Goal Statement

Sustainably manage an appropriate level of funding to accomplish the goals of the LRTP and pursue other opportunities to expand funding.

Objectives

- Use full breadth of funding in a coordinated manner including (Federal Lands Transportation Program, Federal Lands Access Program, and other Title 16, 23, and 54 funds)
- Seek to expand funding through partnerships or reduce costs where necessary
- Strategically use NPS money to fund NCR transportation objectives



Resource Protection

Goal Statement

Incorporate the ideal of leaving park resources unimpaired into all aspects of transportation, including planning, design, construction, maintenance, operation, and disposition.

Objectives

- Maximize safety while being sensitive to fundamental park resources and values
- Remove or modify unnecessary, redundant, or underused infrastructure to restore resources and minimize maintenance costs
- Plan, construct, and operate a transportation system that minimizes impacts to resources and enhances visitor experience
- Protect and maintain cultural resources that are transportation assets



Visitor Experience

Goal Statement

Provide sustainable and context-sensitive multimodal transportation systems that support the visitor experience through universally accessible and seamless connections between parks, and to and from surrounding communities.

Objectives

- Provide seamless connections for all people in and through parks/units and to surrounding communities
- Incorporate universal accessibility into project planning and design decisions
- Implement easily accessible facilities and payment options in transportation services
- Promote multimodal transportation opportunities that are efficient and easy to use
- Provide options for scenic driving experiences and access to recreation
- Develop enforcement, policy, and other ideas on the use of commercial motor vehicles and heavy vehicles on NPS roads
- Maintain critical connections and transportation services (e.g., roadways, rolling stock)
- Mitigate congestion of “view” jams to protect safety, operations, efficiency, and traffic flow



Safety and Security

Goal Statement

Enhance the safety of transportation system users and provide a transportation system that is resilient to human-made hazards.

Objectives

- Reduce fatalities and serious injuries related to transportation
- Maximize safety while minimizing impacts to fundamental park resources and values
- Balance security needs with resource protection and with the NPS mission
- Maintain operational and emergency access
- Institute a comprehensive, performance-based transportation safety program that addresses the “Four Es” of transportation safety, which are Engineering, Education, Enforcement, and Emergency Response
- Expand strategic and operational multiagency partnerships (e.g., Coordinated Highways Action Response Team) with law enforcement and other safety stakeholders to address crashes and security concerns
- Increase staffing and available resources to assist the United States Park Police with their ability to prevent and respond to crashes

Memorial Circle and Arlington Memorial Bridge



National Capital Region Investment Strategy



George Washington Memorial Parkway

Introduction to Investment Principles

The NCR Transportation Investment Strategy provides a framework to meet the goals, objectives, strategies, and performance measures identified in this plan. The principles of the strategy will help guide how NCR resources are invested in the future. A financial analysis was used to understand the current conditions of the National Capital Region's transportation assets and where limited funding could be spent to achieve the best results for system users. The chosen investment strategy (Figure 1) allocates the National Capital Region's annual forecasted budget of \$36.5 million (from fiscal year 2016 through fiscal year 2021) primarily to improving the conditions of highest-priority road and bridge assets. The percent totals do not add up to 100%, as there may be duplication amongst funding the different strategies.

Figure 1. Principles of the NCR Transportation Investment Strategy

Fund Highest Priorities First

The strategy focuses funding on improving the conditions for the highest-priority assets, which are typically the most crucial to meeting the agency mission. Highest-priority assets include the following:

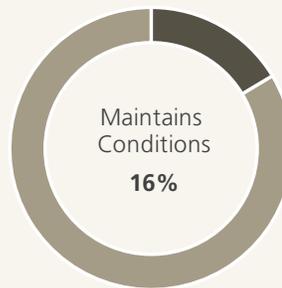
- Paved roads (principal park roads/rural parkways, urban parkways, and city streets) and parking
- All bridges
- All transit
- Selected “other” assets



88% of transportation funding will be invested in improving the condition of highest-priority assets (12% is for lower priority assets)

Align Capital and Operations and Maintenance Investments

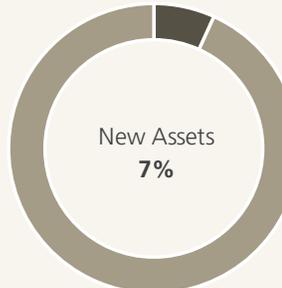
The strategy focuses a modest amount on operations and maintenance (O&M), which funds activities such as facility operations and preventative maintenance to keep assets in good condition, longer.



16% of transportation funding will be invested in activities that keep assets in good condition longer (84% is for improving assets, planning, and administration)

Invest in New Assets

The strategy sets aside \$2.5 million annually for the development of new transportation assets and for use in partnerships, as matching funds. Examples of new assets include targeted expansions to nonmotorized trails and technology upgrades.

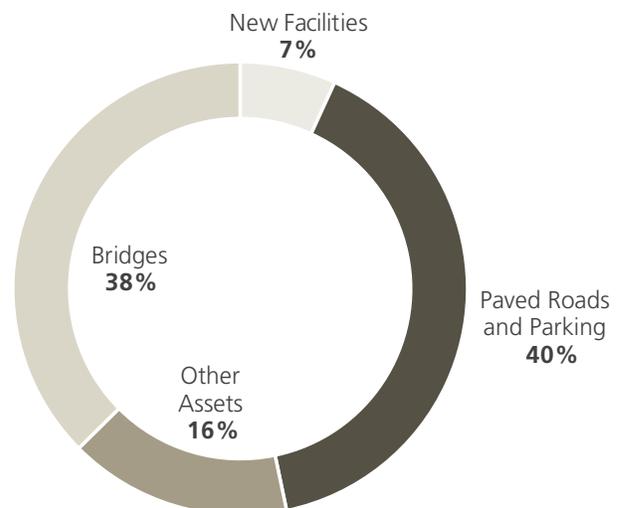


7% of transportation funding will be invested in new assets (93% is for existing assets)

Investment Strategy

The NCR Transportation Investment Strategy provides funding for all categories of transportation assets. Paved roads and parking areas receive the highest share at 40%, but bridges are a close second with 38% of the funding. Together, these assets comprise the largest portion of the NCR transportation portfolio, are used by the greatest number of commuters and visitors, and are in most need of condition improvements. The remaining 23% is reserved for other asset types (e.g., trails, waterways) as well as approximately 7% annually for new facilities.

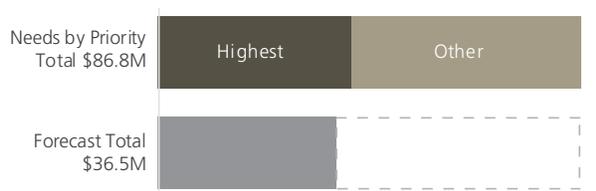
Figure 2. Average Distribution of Investments by Asset Category in the NCR Investment Strategy



Strategy Development

Regional transportation stakeholders and partners, NCR staff, and NCR park superintendents critically examined a number of potential investment strategies. Each strategy invested forecasted funding according to different principles to identify the best possible solutions to meet the goals of this plan. Through research, analysis, and discourse, the preferred NCR Transportation Investment Strategy was chosen. The principles balance funding across high-priority roads and bridges and makes modest investments in new assets. The final investment scenario also aligns with priorities in the National Transportation Investment Strategy.

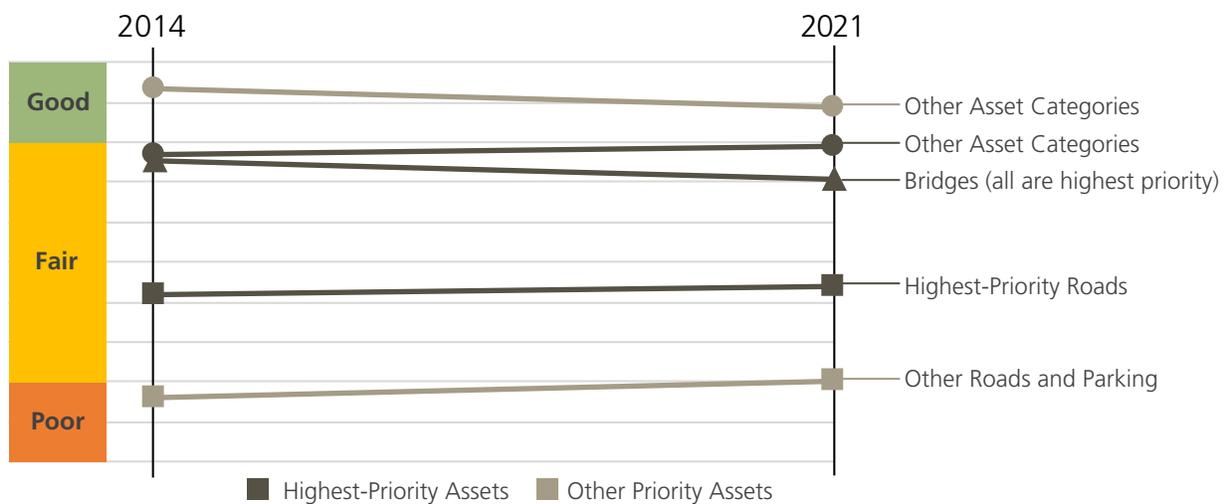
Figure 3. Comparison of Annual Needs to Forecasted Available Funding



Financial Needs Far Outweigh Available Funding

The National Capital Region is focusing on its highest-priority road and bridge assets, at the expense of lower priority road assets (although these will not be allowed to deteriorate to poor condition). Principal park roads/rural parkways, urban parkways, and city streets are arguably the National Park Service’s most important roads and bridges, making critical connections that are essential. These assets can be maintained near their current conditions with available funding, while others cannot. Figure 4 shows that when 85% of all transportation funds are invested in highest-priority assets, these are forecasted to stay at similar “fair” condition levels. Also important to note is “other” assets are not expected to decline very much, if at all.

Figure 4. Relative Forecasted Changes in Transportation Asset Condition for the National Capital Region

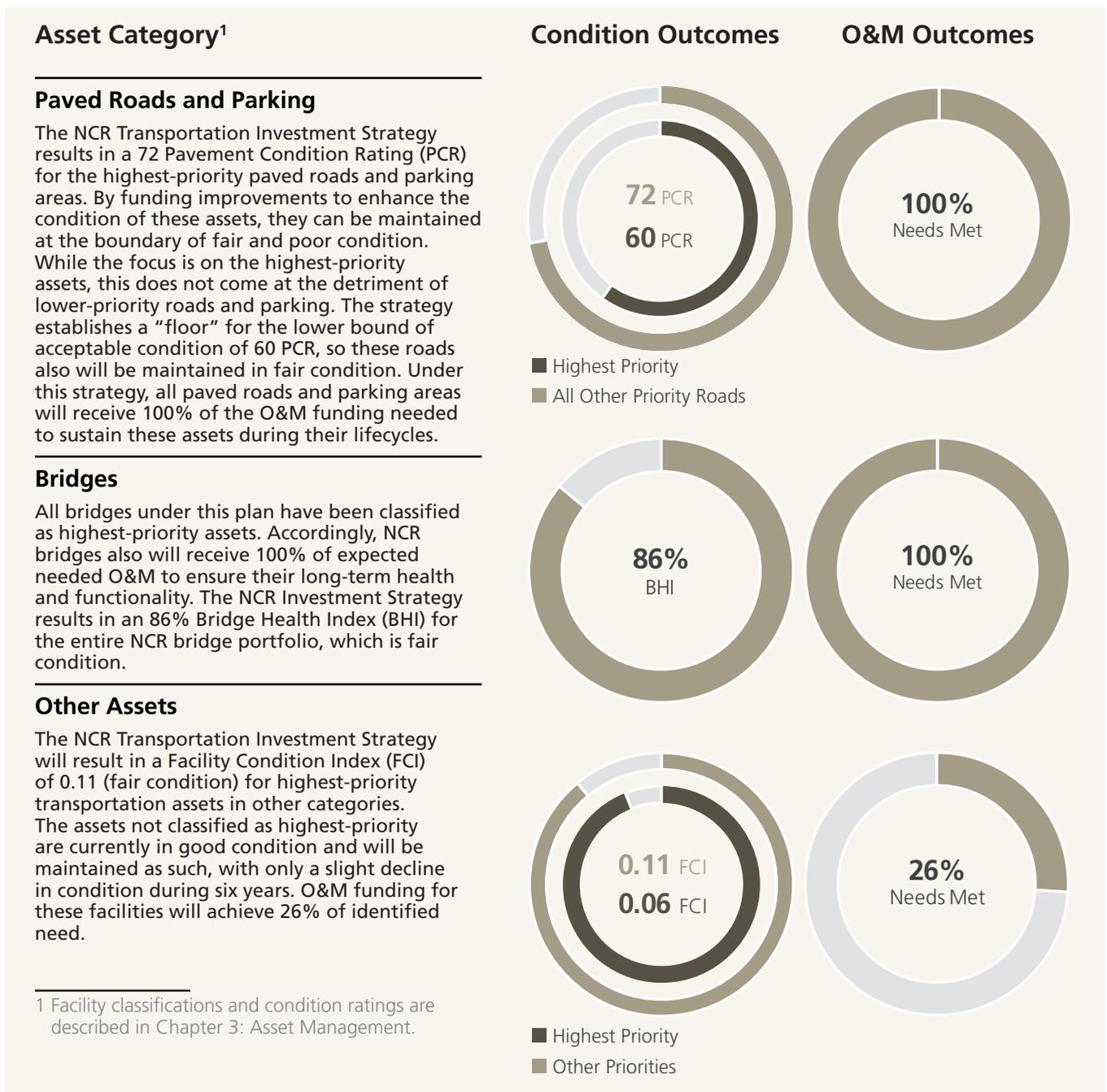


Six-Year Expected Outcomes

The NCR Transportation Investment Strategy is fiscally constrained. Because financial needs exceed available resources, the strategy balances competing investment priorities to meet the performance goals of the plan. The majority of the annually forecasted funding (\$36.5 million) during the next six years is focused heavily on improving the conditions

of roads, parking, and bridges. These assets are especially critical to moving commuters and visitors throughout the region by the safest means possible. Figure 5 shows modeled six-year conditions outcomes based on the NCR Transportation Investment Strategy, using NPS pavement, bridge, and asset management modeling systems.

Figure 5. NCR Transportation Investment Strategy Expected Six-Year Outcomes by Asset Category



¹ Facility classifications and condition ratings are described in Chapter 3: Asset Management.

Implementation

The NCR Transportation Investment Strategy provides principles for how and where to invest critical dollars to ensure transportation assets are improved upon and maintained. These investments are critical to meeting the goals, objectives, strategies, and performance metrics in the plan. The National Capital Region will put these principles into practice, changing the way transportation funding is spent. Implementing the strategy will be hard

work, but the National Capital Region will collaborate with the superintendents and staff from each park unit, as well as non-NPS transportation stakeholders. The ultimate goals of this coordination will be to invest in enhancements to, and expansion projects for, the National Capital Region's multimodal transportation systems and supporting assets. This will result in a safer, more sustainable, and more effective transportation system.

Piscataway Park





Belle Haven Marina



Asset Management

Rock Creek and Potomac Parkway

The NPS transportation system is defined as all surface transportation facilities and services that accommodate vehicles, transit, and nonmotorized modes. These facilities, or assets, are critical to enabling visitors to move within and around the region's park system. The most critical assets include roads (paved and unpaved), parking (paved and unpaved), road bridges, road tunnels, trails, trail bridges, trail tunnels, maintained landscapes, buildings, fuel systems, constructed waterways, marina/ waterfront systems, transit systems, and railroad systems. In total, there were 1,519 assets in the National Capital Region in 2015 (Table 1).

Current and forecasted budget constraints make it difficult to sustain all transportation assets in their current condition. Given these constraints, it is critical to differentiate the different types of assets, know their condition, and understand their value to the overall transportation network to prioritize investments. Keeping track of such a large and complex network of transportation assets in an efficient and effective manner is one of the challenges that the National Capital Region faces. The National Park Service uses multiple tools and expends significant resources to help organize and track asset inventory and condition, and is consistently seeking out innovative ways to streamline these processes.

Funding constraints are not the only facility management challenge facing the region; adapting to the effects of severe weather events also is a present and growing challenge. NPS transportation facilities were built to withstand historical climatic conditions with regular maintenance. However, changes in air and water temperature, precipitation, and sea level have already been observed and are projected to become more significant. Changes in extreme weather events, such as increased flooding, are expected to increase in terms of both magnitude and frequency across the region, and will likely lead to new transportation asset management challenges that must be systematically considered and accounted for when making transportation investment decisions.

Table 1. Summary Inventory of the Total Transportation Assets in the National Capital Region

Source: 2015 year-end FMSS data; quantities for paved assets and road bridges and tunnels from Road Inventory Program (RIP)/Bridge Inspection Program

Asset Category	Count	Quantity	Unit	CRV (in Millions of Dollars)*	DM (in Millions of Dollars)**
Paved Road and Bridge Network					
Paved Roads	286	265	Miles	\$1,535.4	\$319.2
Paved Parking	338	11,337,216	Square Feet	\$204.7	\$48.7
Road Bridges and Tunnels	116	999,636	Square Feet	\$963.7	\$312.2
Total	785			\$2,703.8	\$680.1
Other Transportation Assets					
Unpaved Roads	163	860	Miles	\$111.7	\$2.2
Unpaved Parking	101	1,317,449	Square Feet	\$13.7	\$0.6
Trail	235	292.5	Miles	\$797.3	\$40.6
Trail Bridge	152	506,688	Square Feet	\$224.5	\$24.5
Trail Tunnel	2	271,878	Square Feet	\$49.9	\$1.0
Building	33	105,557	Square Feet	\$32.2	\$2.8
Fuel System	9	19,002	Gallons	\$805.5	\$0.04
Constructed Waterway	9	8	Miles	\$50.7	\$5.3
Marina/Waterfront System	18	5,320	Linear Feet	\$3.6	\$0.001
Railroad System	12	180,384	Linear Feet	\$173.9	\$1.9
Total	734			\$226.3	\$78.9
Grand Total	1,519			\$2,930.1	\$759

* Current Replacement Value

** Deferred Maintenance

Meeting Asset Management Objectives

Goal Statement

Strategically manage, preserve, and maintain a right-sized and mission-focused portfolio of NCR transportation assets through an appropriate level of funding while sustaining long-term access to all transportation systems.

Objectives

- Maintain assets at desired condition targets following the CIS
- Emphasize core CIS goals
- Incorporate asset lifecycle costs into project programming, planning, and design decisions
- Work with partners to enhance and expand multimodal transportation systems and supporting assets
- Invest in decommissioning redundant or nonessential assets
- Address the deferred maintenance backlog of road, trail, pedestrian facility, and bridge facility needs
- Address the need to remove architectural barriers for accessibility
- Complete condition assessments for trails and other multimodal transportation systems
- Incorporate the principles of resilience into the process of improving/constructing assets

Performance Measures

Vulnerability Assessments

Number of park units that have completed a transportation infrastructure risk assessment

Condition of Critical Assets

Condition of highest-priority transportation assets (paved roads and parking lots, all bridges, and other assets)

Bridge Condition

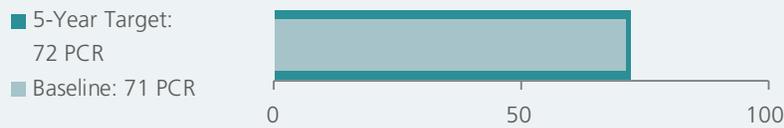
Develop bridge performance measures and targets in terms of percent good condition and percent poor condition

Asset Disposition

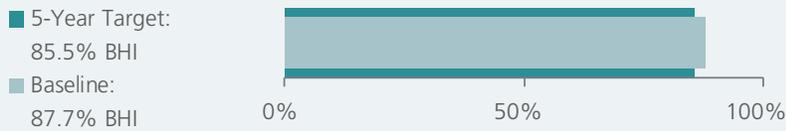
Reduction in overall management costs of transportation assets by decommissioning assets that are no longer in use or lower in priority

Figure 6. Condition of Critical Assets Performance Measure

Paved Roads and Parking Lots



Bridges (All Bridges)



Other Asset Types





Baltimore-Washington Parkway



Transportation Finance



Beach Drive in Rock Creek Park

The National Capital Region is responsible for the allocation of capital, operations, and maintenance funding required to sustain the transportation systems of its park units. Securing the funding for this system is an ongoing, multiyear effort that incorporates input from every level of the National Park Service as well as the Department of the Interior and the Department of Transportation.

Between fiscal year (FY) 2006 and FY 2014, the National Capital Region invested a total of \$34.3 million per year in transportation assets. In recent years, some major transportation funding programs have leveled, dropped, or been eliminated, and the National Park Service forecasts a modest increase to an annual average of \$36.5 million in funding for the period from FY 2016 through FY 2021. Yet, annual transportation portfolio needs are estimated to be \$86.8 million, leaving an annual \$50.3 million unmet gap (Figure 7).

The National Park Service faces several project needs of a scale that will exceed the capacity of historically available funding sources. One such project is the rehabilitation of the Arlington Memorial Bridge, which will be funded at an average annual cost of \$4.2 million between FY 2016 and FY 2021. This project is not included in the financial figures in the plan document.

These fiscal realities, while a challenge to the National Park Service, can be met to an extent with an understanding of the actual needs and opportunities. The financial analysis coupled with the transportation investment strategies, supports the National Capital Region to focus spending on high priority assets and align transportation decision making across the park units.

Figure 7. Annual Estimated NCR Transportation Funding Gap

Note: Figures are in millions of dollars (2015). Parkway reconstruction is included, but Arlington Memorial Bridge rehabilitation is not.



Meeting Transportation Finance Objectives

Goal Statement

Sustainably manage an appropriate level of funding to accomplish the goals of the LRTP and pursue other opportunities to expand funding.

Objectives

- Use full breadth of funding in a coordinated manner including (Federal Lands Transportation Program, Federal Lands Access Program, and other federal funds)
- Seek to expand funding through partnerships or reduce costs where necessary
- Strategically use NPS money to fund NCR transportation objectives

Performance Measures

Funding

Percentage of transportation funds invested in highest-priority transportation assets

Percentage of park units that meet preventative maintenance targets for highest-priority transportation assets

Figure 8. Percentage of Transportation Funds Invested in Highest-Priority Transportation Assets



Chesapeake and Ohio Canal National Historical Park





Resource Protection

Antietam National Battlefield

The National Park Service coordinates the planning and implementation of transportation systems within its park boundaries, taking into account the surrounding lands and ecosystems. This coordination helps strike a balance between maximizing the serviceability of parks for visitors and minimizing the impact on the parks' natural and cultural surroundings.

This balance is particularly challenging in the National Capital Region, where many components of the NPS transportation system facilitate travel for both park visitors and regional commuters, which impacts the quality and integrity of sensitive natural and historic resources. The degrading effect that traffic can have on historic and natural resources, as well as ecosystems in the region, is a critical area of concern.

External environmental threats also pose additional risks relating to resource protection of NPS assets. The National Park Service is working on strategies to limit vehicle emissions within its transportation system and to adapt to climate stress on its transportation assets by enhancing their resiliency. Other concerns, such as air and water quality issues, hazard mitigation, and rising sea levels, are being addressed in this plan.

The National Park Service is committed to environmental excellence and historic preservation and will continue to identify best management practices to address any negative impacts on cultural or natural resources.

Meeting Resource Protection Objectives

Goal Statement

Incorporate the ideal of leaving park resources unimpaired into all aspects of transportation, including planning, design, construction, maintenance, operation, and disposition.

Objectives

- Maximize safety while being sensitive to fundamental park resources and values
- Remove or modify unnecessary, redundant, or underused infrastructure to restore resources and minimize maintenance costs
- Plan, construct, and operate a transportation system that minimizes impacts to resources and enhances visitor experience
- Protect and maintain cultural resources that are transportation assets

Performance Measures

Condition of Historic Assets

Develop a system for tracking and forecasting the condition of culturally significant transportation assets. These assets include: national parkways, scenic byways, and historic trails, bridges, tunnels, canals, and landmarks.

Sustainable Transportation

Apply the Innovative Sustainable Transportation Evaluation Process and Guidance (INSTEP) tool to help decision makers conduct long-term, performance based monitoring of resource conditions.

Greenhouse Gas Emissions

Percent decrease in NPS transportation system greenhouse gas emissions from baseline year. Scope 1 are direct emissions from sources owned or controlled by NPS; Scope 2 are indirect emissions from electricity and heating sources, cooling, and steam generation; and Scope 3 are emissions from non-NPS sources, primarily from visitor vehicles.

Figure 9. Greenhouse Gas Emissions Performance Measure

Scope 1 and 2 (in MTCO₂E)



Scope 3 (in MTCO₂E)





Visitor and User Experience



Monocacy National Battlefield

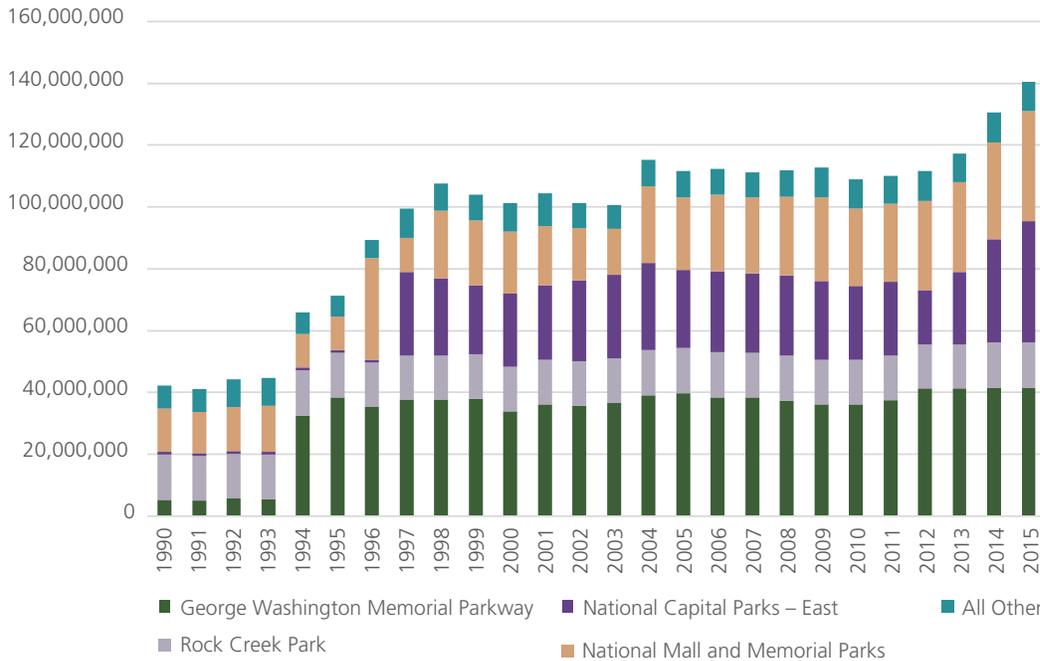
Visitor experience is the perceptions, feelings, and reactions a person has before, during, and after a visit to a park unit. Total visitation to NCR park units has grown from 42 million in 1990 to 140 million in 2015 (Figure 10). Everything about a park’s transportation system—including its location, type, and design—strongly influences the quality of a visitor’s experience. Visitor experience also includes how a visitor views available opportunities and the quality of services provided at a park site. Visitor experience is an essential, albeit intangible, resource to manage, maintain, and enhance.

Different user types, including local and nonlocal visitors, recreational (those choosing to use the park) and nonrecreational (those just traveling through) visitors, have varying transportation needs. Although NPS transportation networks primarily serve park units and visitors to those units, their reach extends beyond park unit boundaries. By creating and maintaining a safe, reliable, integrated, and accessible transportation network, the National Park Service can enhance choices for all transportation users, provide easy access to community and park destinations, and have positive effects on the surrounding communities.

The National Park Service is committed to developing and maintaining transportation facilities and services that improve access to park units for all users and maximize the enjoyment of park resources and values. The agency is particularly focused on coordinating with local transportation providers to better connect parks to people and to provide opportunities for healthy and meaningful visitor experiences.

Figure 10. Annual Visitation to NCR Park Units

Source: NPS Visitor Use Statistics Office | Note: Units added in 1996 (1 unit), 1997 (3 units), 2004 (1 unit), and 2011 (1 unit).



Meeting Resource Protection Objectives

Goal Statement

Provide sustainable and context-sensitive multimodal transportation systems that support the visitor experience through universally accessible and seamless connections between parks, and to and from surrounding communities.

Objectives

- Provide seamless connections for all people in and through parks/units and to surrounding communities
- Incorporate universal accessibility into project planning and design decisions
- Implement easily accessible facilities and payment options in transportation services
- Promote multimodal transportation opportunities that are efficient and easy to use
- Provide options for scenic driving experiences and access to recreation
- Develop enforcement, policy, and other ideas on the use of commercial motor vehicles and heavy vehicles on NPS roads
- Maintain critical connections and transportation services (e.g., roadways, rolling stock)
- Mitigate congestion of “view” jams to protect safety, operations, efficiency, and traffic flow

Performance Measures

Travel Information Accessibility

Percentage of park unit websites that provide essential travel information

Table 2. Essential Travel Information Provided by NCR Park Units

Information	Current Status of NCR Park Units
Description of the Transportation Experience	72%
Driving Directions	97%
Alternative Transportation Information	75%
Bike and Pedestrian Information	58%
Parking Information	28%
Congestion Information	8%
Travel Distances and Times to and Within the Unit	11%
Accessibility of Transportation Systems	50%
Alternative Fueling Stations	3%

Congestion Management System

Completion of congestion studies and implementation of solutions at key locations that are more impacted by commute hours, special events, and weekend tourists

Transit Access to Parks

Number of projects that fill last-mile connectivity gaps. These projects would better connect park units to nearby transit services and bicycle and pedestrian facilities.

Reflecting Pool



DC Circulator at Union Station



Mount Vernon Trail





Safety and Security

Mount Vernon Trail

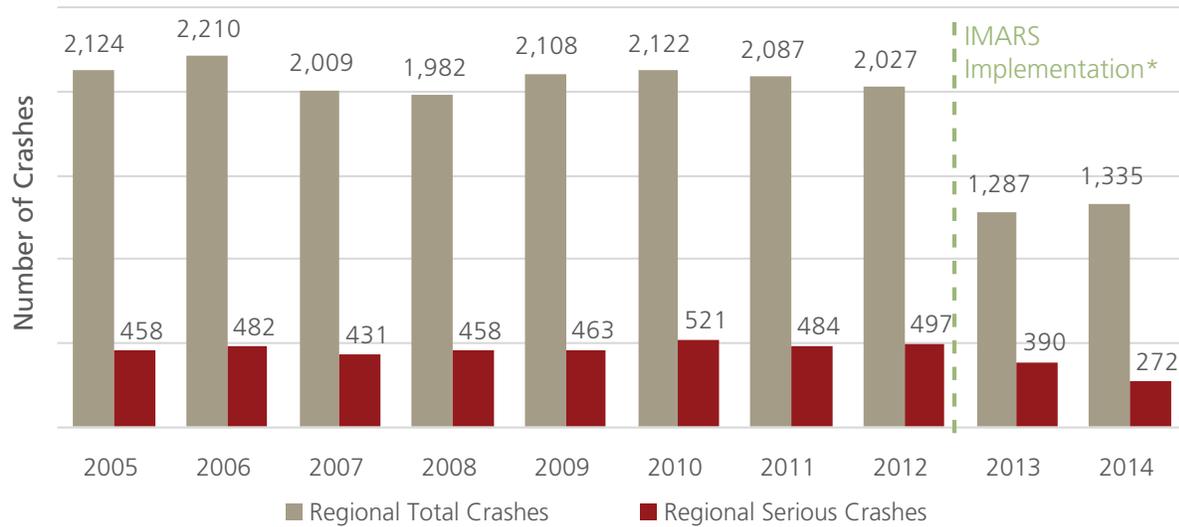
The National Park Service roadway network in the National Capital Region offers a unique environment. The road system serves recreational and visitor traffic to and from the parks, but the roads also are used as major commuter routes. The roadway network has unique requirements for design and operations, which are meant to complement the natural and cultural resources that surround them, while being cognizant of safety needs.

Visitor and workforce safety are among the highest NPS priorities, yet transportation is still a significant source of safety risk for NPS transportation system users. From 1990 through 2005, motor vehicle crashes were the second-leading cause of death across all NPS parks. The National Capital Region accounted for 38% of all crashes occurring across the NPS system, 18% more than the next-highest NPS region (Intermountain Region) (Figure 12). This statistic highlights one of the primary differences between the National Capital Region and other NPS park units. The National Capital Region is unique in that park roads service commuter and regional traffic for the Washington, DC, metropolitan area.

The National Capital Region's traffic patterns are not the only difference—the metropolitan setting requires the National Capital Region to consider security and emergency response needs in coordination with transportation, enforcement, and emergency responders from several jurisdictions. Crash analysis from 2005 through 2014 was used to define some of the major traffic safety and security concerns in the National Capital Region and opportunities to make improvements in NPS parks.

Figure 11. Number of Total Crashes and Severe Crashes in the National Capital Region (2005–2014)

Source: Servicewide Traffic Accident Reporting System (STARS) and Incident Management and Reporting System (IMARS) databases, accessed 2016



* Reductions may be a byproduct of the change in crash reporting systems.

Meeting Safety and Security Objectives

Goal Statement

Enhance the safety of transportation system users and provide a transportation system that is resilient to human-made hazards.

Objectives

- Reduce fatalities and serious injuries related to transportation
- Maximize safety while minimizing impacts to fundamental park resources and values
- Balance security needs with resource protection and with the NPS mission
- Maintain operational and emergency access
- Institute a comprehensive, performance-based transportation safety program that addresses the “Four Es” of transportation safety, which are Engineering, Education, Enforcement, and Emergency Response
- Expand strategic and operational multiagency partnerships (e.g., Coordinated Highways Action Response Team) with law enforcement and other safety stakeholders to address crashes and security concerns
- Increase staffing and available resources to assist the United States Park Police with their ability to prevent and respond to crashes

Performance Measures

Safety Management Systems

Support and adopt transportation safety management system components to track and analyze crashes

Crash Statistic Reporting

Percent of park units recording crash statistics to obtain an accurate picture of crashes in the region

Crash Reduction

Reduce the number of severe automobile crashes as well as crashes per vehicle mile of travel as a whole

Crash Mitigation Efforts

Number of high-crash/incident locations improved through the implementation of safety projects

Moving Forward

Through this LRTP the National Park Service provides a framework for moving the regional transportation system forward. Designed to shape regional transportation investments during the next 20 years, the NCR LRTP aligns transportation planning with all aspects of the NPS mission. This plan recommits the service to both protecting and providing access to the most important, unique, and special places in the region. This plan sets goals and objectives that address both traditional transportation topics such as asset management, financial sustainability, and safety, as well as additional NPS mission-focused topics, such as visitor experience and resource protection.

Transportation planning in the National Capital Region is a cooperative and continual process that does not stop with the release of this document. The region is committed to continuing the broad coordination and collaboration between the regional office and the parks it serves, as well as with the Federal Highway Administration (FHWA) and with state, local, and agency partners who contributed to the planning process. Within the region, close collaboration between fund managers is critical to identify opportunities to overlap projects and use regional funding efficiently.

The plan sets ambitious but achievable objectives to spur improvements to existing practices and embrace innovative ideas. Performance measures and targets were strategically developed to make sure they were practicable and beneficial.

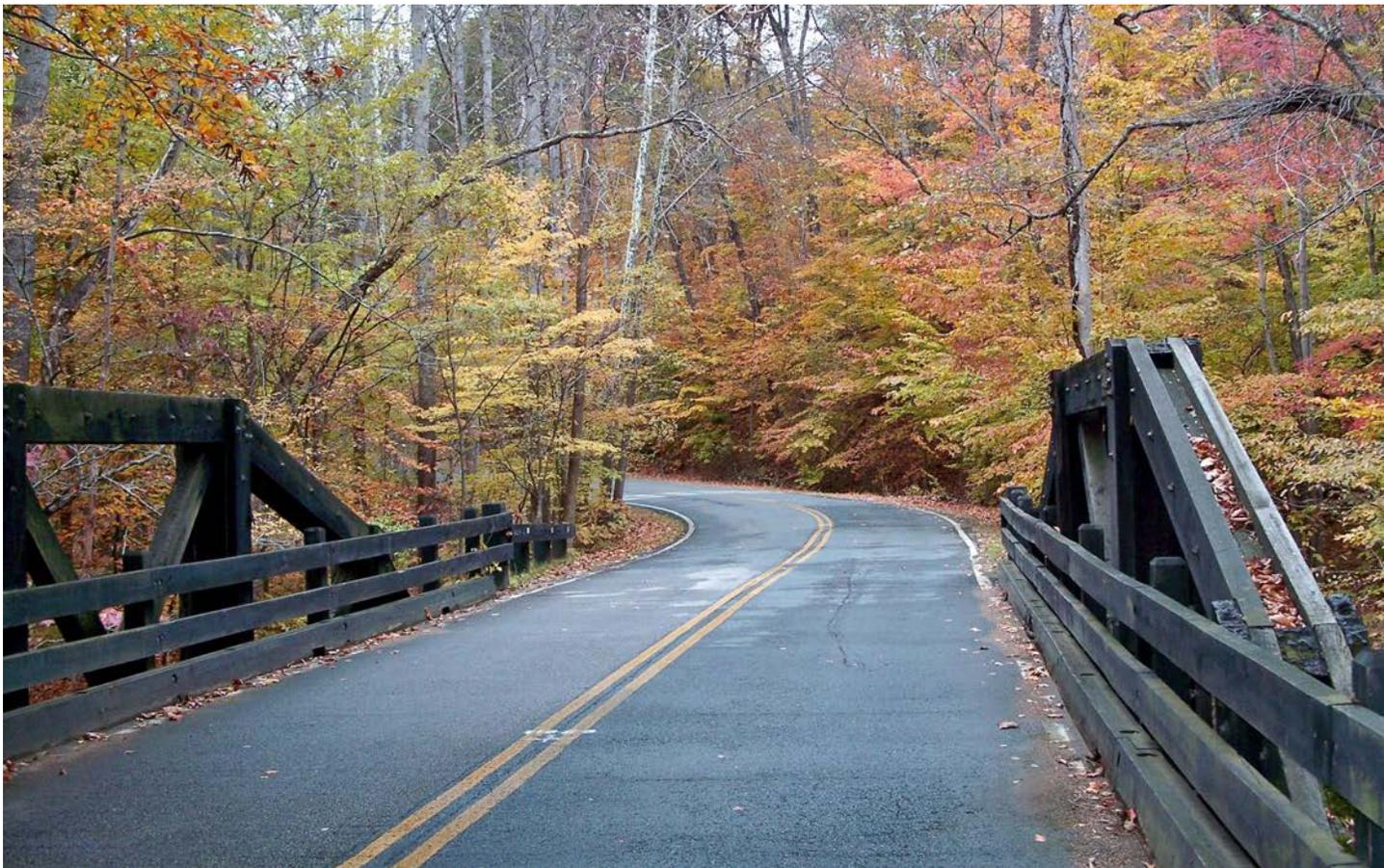
The region will use this momentum to go forward and take decisive action to achieve the plan's goals and performance targets. The region will work with its parks and its partners, and with the national and other regional planning teams to support the progress of both the National Capital Region's plan and the service's overall vision outlined in the National LRTP.

Every two years, the region will monitor performance by preparing a report card indicating any change in the performance metrics identified in this plan. The report cards will aid in updating the plan as well as inform the Washington Support Office for performance management reporting to the FHWA. The first update to the NCR LRTP is scheduled

for five years from LRTP acceptance by regional management, when the region will comprehensively evaluate initial progress towards meeting the plan's goals and objectives. This update to the plan will consider new opportunities and changes brought on by the passage of any new subsequent federal surface transportation legislation. In addition, the update to the LRTP will incorporate any changes in national transportation policy or guidance as issued by the National Park Service and FHWA.

The National Capital Region is excited to embark on this journey to promote enhanced stewardship, engagement with, and enjoyment of its national parks.

Prince William Forest Park





National Park Service

Washington Support Office
Park Facility Management Division
Facilities Planning Branch

For more information please visit the [NPS Long Range Transportation Planning website](#)

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